

Working Group V

ISSUE 1: How should significant aircraft operating information be provided to operators?

- DISCUSSION: Operators receive aircraft operating information through both approved and unapproved sources which may conflict with approved procedures.
- RECOMMENDATIONS:
- AFM revisions should be the only source of information used to make changes to operating procedures/limitations critical to flying safety.

ISSUE 1: How should significant aircraft operating information be provided to operators?

- FAA should use all of the other types of information (i.e., operations bulletins) to decide on which information needs to be provided through an AFM change, which would then be required to be adopted, across the entire fleet.
- Exceptions to adopting AFM information would require some type of equivalent means of compliance as agreed to with the operators, POIs, AEG, and ACOs.

ISSUE 1: How should significant aircraft operating information be provided to operators?

- ACTION ITEM: AFS to disseminate handbook bulletin clarifying that information contained in Ops bulletins do not require mandatory revisions to operator's flight manual.
- RESPONSIBLE ORGANIZATION:
- FAA
- REPORT DATE:
- March 31, 1999

ISSUE 2: Should the Flight Standards bulletin be limited in scope to Parts 121, 125, 135?

- DISCUSSION:
- No POI for Part 91 operators.
- Part 91 operators are required to have an AFM or placards.
- Database is currently for transport category aircraft only.

ISSUE 2: Should the Flight Standards bulletin be limited in scope to Parts 121, 125, 135?

- RECOMMENDATIONS:

- Limit it for now to Parts 121, 125, 135 operators.
- Long-term goal to include Part 91 operations.

- ACTION ITEM(S):

- Coordinate with directorates to address feasibility of including Parts 23, 27, 29 aircraft in the database.

ISSUE 2: Should the Flight Standards bulletin be limited in scope to Parts 121, 125, 135?

- RESPONSIBLE ORGANIZATION:
- AIR and AFS
- REPORT DATE:
- April 30, 1999

ISSUE 3: The purpose for and content of AFM revisions are not always understood by the operator.

- DISCUSSION:
- Operators may request an alternate means of addressing AFM revisions. In order to develop an alternate means, operators need appropriate background information.

ISSUE 3: The purpose for and content of AFM revisions are not always understood by the operator.

- RECOMMENDATION:
- Manufacturers provide appropriate background information with AFM revisions.

ISSUE 3: The purpose for and content of AFM revisions are not always understood by the operator.

- ACTION ITEM(S):
- Emphasize to manufacturers the importance of including appropriate background information with AFM revisions.

ISSUE 3: The purpose for and content of AFM revisions are not always understood by the operator.

- RESPONSIBLE ORGANIZATION:
- FAA
- REPORT DATE:
- March 31, 1999

ISSUE #4: Should revisions of required sections of the AFM be in CFM.

- DISCUSSION:
- Under present rules, the only information required to be adopted directly are the limitations section or any AFM changes mandated by AD.

ISSUE #4: Should revisions of required sections of the AFM be in CFM.

- Current system is not sufficient because other AFM approved sections containing manufacturers recommended operating procedures are not always incorporated by operators.
- POI's may not know that the revisions are published since no formal notification system exists.

ISSUE #4: Should revisions of required sections of the AFM be in CFM.

- RECOMMENDATIONS:
- The FAA AFM revision database development be completed and fielded.
- Manufacturers partner with the FAA by providing data necessary to populate and maintain the database.

ISSUE #4: Should revisions of required sections of the AFM be in CFM.

- Guidance be provided to operators and POI's that AFM revisions be incorporated or an alternate means of complying with the procedure be developed by the operator.

ISSUE #4: Should revisions of required sections of the AFM be in CFM.

- ACTION ITEM(S):
 - Complete database.
 - Publish Flight Standards Handbook Bulletin.
- RESPONSIBLE ORGANIZATION:
 - FAA
- REPORT DATE: